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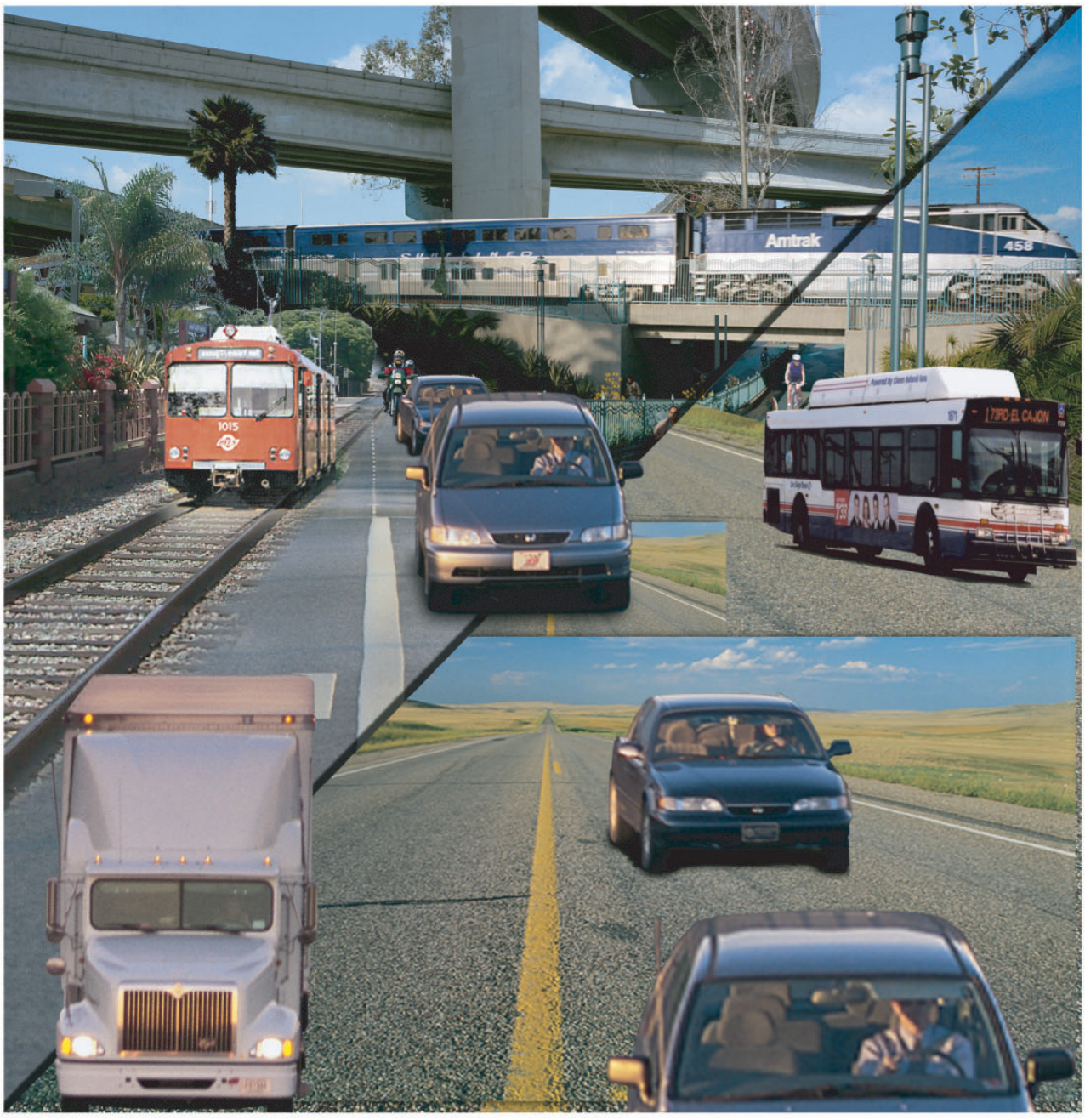

2003 TRANSPORTATION CONCEPT REPORT

DISTRICT 11 Planning Division
Caltrans California Department of Transportation

75

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STATE ROUTE 75 AREA MAP

SR-75 LOCATION MAP

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Existing Facility and 2020 Transportation Concept

The existing facility and operating conditions for State Route 75 are shown in Table S-1, as well as the specific Transportation Concept facility type and projected Level of Service (LOS) for SR-75.

2020 Concept LOS

TABLE S-1 EXISTING FACILITY AND 2020 TRANSPORTATION CONCEPT

Segment/County/ Post Mile	Location	#of Lanes/ Facility	ADT		Peak Hour V/C Ratio		Operating LOS		
			2000	2020	2000	2020	2000	2020	
1 SD 9.0-10.6	I-5 to 9th St.	6C	50,800	72,400	0.52	0.75	C	D	D
2 SD 10.6-14.0	9th St. to Coronado Cays Blvd.	4C	20,800	28,600	0.41	0.49	B	C	D
3 SD 14.0-17.6	Coronado Cays Blvd. to Guadalcanal Rd.	4C	25,700	32,900	0.51	0.65	B	C	D
4 SD 17.6-18.5	Guadalcanal Rd. to Pomona Ave.	4C	27,100	42,900	0.43	0.77	B	D	D
5 SD 18.5-18.7	Pomona Ave. to R.H. Dana Place	4C	25,200	26,700	0.56	0.59	C	C	D
6 SD 18.7-18.9	R.H. Dana Place to 10th St.	4C	25,200	36,800	0.56	0.81	C	D	D
7 SD 18.9-19.4	10th St. to 6th St.	4C	28,500	31,100	0.63	0.69	C	D	D
8 SD 19.4-19.6	6th St. to Jct 282/4th St.	4C	28,500	31,600	0.63	0.69	C	D	D
9 SD 19.6-19.7	Jct 282/4th St. to Jct 282/3th St.	4C	24,000	28,200	0.53	0.62	C	C	D
10 SD R19.7-R20.0	Orange Ave. to Pomona Ave(75 EB + WB)	6Cp	55,100	77,800	0.60	0.83	C	D	D
11 SD R20.0-R20.1	Pomona Ave. to Glorietta Boulevard	6Cp	71,000	82,100	0.77	0.86	D	D	D
12 SD R20.1-R20.2	Glorietta Boulevard to Toll Plaza	6C	76,500	84,600	0.61	0.71	C	D	D
13 SD R20.3-R22.3	Toll Plaza to I-5	5C	76,500	88,000	0.71	0.81	C	D	D

ADT= Average Daily Traffic V/C= Volume Capacity LOS= Level of Service 4c, 6c= (4, 6) Lane Conventional Facility Cp= Couplet (3 lanes in each direction)

NOTE: Peak Hour V/C Ratios and Peak Hour Operating LOS are based on sketch level planning analysis and are only intended for use as general planning guidelines. Results may vary based on utilization of different traffic analysis methodologies. Actual ADT's may vary based on fluctuations in military traffic.

TABLE S-2 2020 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

There are no 2020 Transportation Concept facility improvements proposed by Caltrans for SR-75 at this time. However, the City of Coronado has proposed the development of a tunnel that would carry traffic under 4th Street from near the westerly end of the San Diego-Coronado Bay Bridge to Naval Air Station, North Island. This tunnel proposal is not included in the San Diego Association of Governments' 2030 Mobility Plan Revenue Constrained scenario, but it is included in both the 2030 Mobility Network and the 2030 Unconstrained Revenue scenario.

LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. An LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety.

LEVEL OF SERVICE (LOS) DEFINITIONS

LOS	V/C	Congestion Delay	Traffic Description
B	<0.45	None	Free to stable flow, light to moderate volumes.
C	0.46 - 0.65	None to Minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.66 - 0.85	Minimal to Substantial	Approaches unstable flow, heavy substantial volumes, very limited freedom to maneuver.

Introduction and Statement of Planning Intent

The Transportation Concept Report (TCR) is a planning document which describes the Department's basic approach to the development of a given highway corridor. Considering financial constraints and projected travel demand, this TCR establishes a 20 year transportation planning concept for State Route 75 (SR-75) and identifies modal transportation options needed to achieve the concept. The concept includes operating Levels of Service (LOS), modal improvements, and new technologies. The TCR also considers potential long term needs for the corridor beyond the 20 year planning period. The long term needs focus on the Post-2020 Ultimate Transportation Corridor (UTC).

The TCR is a preliminary planning document that leads to subsequent programming and the project development process. The specific nature of improvements (i.e., number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the Project Study Report (PSR), Project Report (PR) or design phases.

Each TCR must be viewed as an integral part of a planned system. The TCR is based on the completion of the 20 year system. The system has been developed to meet anticipated travel demand generated from regional growth forecasts. Removal of any portion of a route from the system could adversely affect travel on parallel or intersecting routes.

The TCR is prepared by Caltrans District 11 staff in cooperation with local and regional agencies. The TCR is updated as necessary as conditions change or new information is obtained.

The focus of the TCR is the 2020 Transportation Concept, which includes State highway, transit, system management, demand management and travel reduction, goods movement, international border, aviation and nonmotorized components.

Route Description

State Route 75 extends for 13.5 miles from Interstate 5 (I-5) just east of Imperial Beach to the junction of I-5 just south of downtown San Diego.

SR-75 was added to the State Highway System in 1933. Until 1968, SR-75 extended only to the San Diego-Coronado Ferry crossing. After the San Diego-Coronado Bay Bridge was constructed in 1969 SR-75 terminated at the junction with I-5 at the eastern end of the bridge.

Until 1976, a part of SR-75 ran from SR-125 near Brown Field to I-5 just east of Imperial Beach. In 1976, this portion of SR-75 was transferred to SR-117, then renumbered in 1985 to SR-905.

Purpose of Route

The primary purpose of SR-75 is to provide interregional access between the cities of Imperial Beach, Coronado, and San Diego. SR-75 is the only access to the City of Coronado by both the Silver Strand and the San Diego-Coronado Bay Bridge. The route also carries large numbers of civilian and military commuters to NASNI and the Naval Amphibious Base in Coronado. SR-75 also provides recreational access to Silver Strand State Beach and Coronado Cays Park.

Existing Facility Classifications

Eleven of the thirteen segments of SR-75 (Post mile (P.M. 9.0-R20.1) are functionally classified as Other Principal Arterials. The last two segments (P.M. R20.1-R22.3) are classified as Other Principal Arterial-Freeway or Expressway. The portion of the route from Guadalcanal Road (P.M.17.6) to I-5 (P.M. 22.3) is designated as a National Highway System (NHS) connector. The entire route is considered a Terminal Access Route to the National Network for the Surface Transportation Assistance Act (STAA) trucks.

SR-75, from the junction with State Route 282 /4th Street (P.M. R19.6) in Coronado to the junction with I-5 (P.M. R 22.3), has been identified as geometrically inadequate for use by 30-foot kingpin to rear axle tractor/semi-trailer combinations.

All of SR-75 is eligible to be designated as part of the California State Scenic Highway System. Two sections of the route, from the Imperial Beach city limit to Avenida del Sol in Coronado (P.M. 11.2-18.4), and to the San Diego-Coronado Bay Bridge (P.M. R20.5-R21.9), have been officially designated as portions of the system. The Scenic Highway System was created by the Legislature in 1963 for the purpose of preserving and protecting scenic highway corridors from change.

For maintenance programming purposes, the State Highway System has been classified as Class 1, 2 and 3 highways based on the Maintenance Service Level (MSL) descriptive definitions.

SR-75 is classified as Maintenance Service Level (MSL) 2. The definition of MSL 2 is a route segment classified as an Other Freeway/Expressway or Other Principal Arterial not in MSL 1, and route segments functionally classified as minor arterial not in MSL 3.

Existing Facility

SR-75 has a mostly flat gradeline and traverses through flat terrain.

Bicycle travel is allowable on most of SR-75 with the exception of the San Diego-Coronado Bay Bridge. A physical description of the existing facility is shown in Table 1.

TABLE 1

EXISTING FACILITY GEOMETRICS

Segment/County/ Post Mile	#of Lanes/ Facility Type	Lane Width	Outside Shoulder Width	Inside Shoulder Width	Max. R/W Width	Median Width	Grade Line
1 SD 9.0-10.6	6C	3.7 (12)	2.4 (8)	0.6 (2)	33.5 (110)	5.4-6.7 (18.22)	F
2 SD 10.6-14.0	4C	3.7 (12)	2.4 (8)	0.3-1.5(1-5)	33.5 (110)	6.7 (22)	F
3 SD 14.0-17.6	4C	3.7 (12)	2.4 (8)	0.3-1.5(1-5)	33.5 (110)	6.7 (22)	F
4 SD 17.6-18.5	4C	3.7 (12)	2.4 (8)	0.3 (1)	33.5 (110)	6.7 (22)	F
5 SD 18.5-18.7	4C	3.7 (12)	2.4 (8)	0.0-0.3 (0-1)	33.5 (110)	6.7-11.5 (22-38)	F
6 SD 18.7-18.9	4C	3.7 (12)	2.4 (8)	0 (0)	33.5 (110)	11.5 (38)	F
7 SD 18.9-19.4	4C	3.7 (12)	2.4 (8)	0 (0)	33.5 (110)	11.5 (38)	F
8 SD 19.4-19.6	4C	3.7 (12)	2.4 (8)	0 (0)	33.5 (110)	11.5 (38)	F
9 SD 19.6-19.7	4C	3.7 (12)	2.4 (8)	0 (0)	33.5 (110)	11.5 (38)	F
10 SD R19.7-R20.0	6Cp	3.7 (12)	3.0 (10)	0.6 (2)	33.5 (110)	30.1 (99)	F
11 SD R20.0-R20.1	6Cp	3.7 (12)	0.3-3.0 (1-10)	0.0-0.6 (0-2)	33.5 (110)	0.6-30.1 (2-99)	F
12 SD R20.1-R20.2	6C	3.7 (12)	2.4 (8)	4.2 (14)	33.5 (110)	0.6-24.3 (2-80)	F
13 SD R20.3-R22.3	5C	3.7 (12)	2.4 (8)	4.2-6.1 (14-20)	33.5 (110)	3.6-24.4 (12-80z	R

Outside shoulder 0.3 meter (1 ft.) – 3.0 meter (10 ft.)
Inside shoulder 0.0 meter –6.1 meter (20 ft.)

4c, 6c= (4, 6) Lane Conventional Facility
Cp= Couplet (3 lanes in each direction
R/W= Right-of-Way

F= Flat
R= Rolling

NOTE: Widths are in meters (feet)

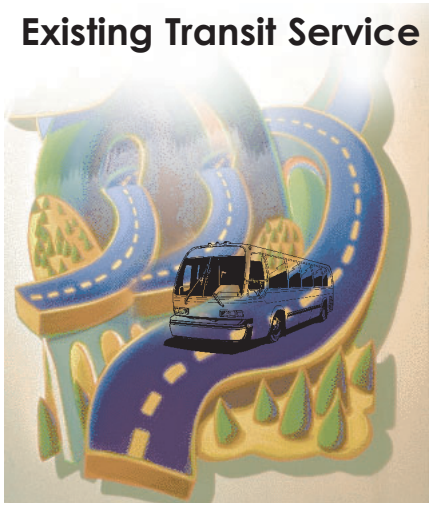
Existing Non-Motorized Facilities

Bicycle travel is allowable on most of SR-75 with the exception of segments 12 and 13. In addition, bicycles are allowed on all Metropolitan Transit System bus routes that serve the area, as well as the on San Diego Trolley and the Coronado Ferry. The City of Coronado maintains a bicycle map containing the bicycle facilities in the area.

The Bayshore Bikeway is a 26-mile collection of bicycle paths and bicycle lanes that encircle San Diego Bay. A main segment of the bicycle path is parallel to SR-75 along the Silver Strand. Another segment of the bikeway crosses under the western base of the San Diego-Coronado Bay Bridge. In Imperial Beach, the Bayshore Bikeway branches away from SR-75 to follow the shoreline and connects to the north end of 7th Street.

In Imperial Beach, Palm Avenue (SR-75) is designated as having bicycle lanes from I-5 to 12th Street.

Existing Transit Service



FERRY

TRIP	SCHEDULE
San Diego Broadway Pier and Coronado Ferry Landing Marketplace	Daily Hourly 9:00 a.m.– 10:00 p.m.
Broadway Pier, NASNI and Coronado Ferry Landing	Daily 5:45 a.m. – 9:00a.m. 2:00 p.m. – 6:00 p.m.

BUS

ROUTE	SCHEDULE
901 Iris Ave. and Trolley Station to Imperial Beach to Coronado to Downtown San Diego	Daily 4:42 a.m. – 1:11a.m.
902 Downtown San Diego to Coronado	Monday – Friday A.M. – Coronado to Downtown P.M. – Downtown to Coronado 5:45 a.m. – 6:08p.m.
903 Downtown San Diego to North Island NAS	7 days a week every 30 min. 5:05 a.m. – 6:01 p.m.
904 Coronado Cays and Coronado Island Marriott Resort	7 days a week 9:00 a.m. – 6:00 p.m.
933 & 934 Loop Between Imperial Beach, Nestor, Otay Mesa and Iris Ave. Trolley Station	7 days a week Monday – Friday & weekends 4:40 a.m. – 12:25 a.m.

Route 933– travel between Iris Ave. and Palm Ave.
Route 934– travel between Iris Ave. and Imperial Beach Blvd.

Socio-Economics

This section includes a land use/corridor growth analysis and demographic analysis for existing and future conditions in this corridor.

Corridor Growth and Demographics

The San Diego Association of Government's (SANDAG) 2020 Series 9 Regional Growth Forecast anticipates a population change in the San Diego region from 3.0 million people in 2000 to 3.9 million people in 2020. This represents a 30 percent increase. Series 9 also projects the housing stock in the San Diego Region will increase from 1.1 million units in 2000 to 1.4 million units in 2020, a 27.2 percent change. The total labor force is also expected to grow from 1.4 million workers in 2000 to 1.8 million workers in 2020 for an increase of 28.5 percent. These increases will create a demand for additional public facilities. Complementary land use and transportation improvements will be required to accommodate forecasted growth, and to provide the additional public facilities.

Table 2 shows the current and projected population figures for the City of Coronado and the City of Imperial Beach.

Transportation improvements will be required to accommodate forecasted growth, and to provide additional access.

Regional Growth Management

Concurrent with the release of SANDAG's 2020 Forecast in 1999, the REGION2020 Growth Management Strategy was developed and launched. The strategy was a first step toward informing elected officials and the general public about growth issues in general and illustrating specific ways that the region could grow in a smarter, more sustainable manner. REGION2020 was never intended to be a one-size-fits-all approach to growth management. It was always recognized that different jurisdictions, and different communities within the jurisdictions, have different needs and priorities.

However, the land use plans and policies within the individual jurisdictions do have a cumulative impact on the region as a whole. REGION2020 is now evolving into the Regional Comprehensive Plan (RCP), which will build upon the Strategy's smart growth goals and principles. It will serve as the framework for strengthening the relationship among local plans and policies, regional plans and policies, and land use and transportation plans and policies. For example, it can help reconcile differences between local plans and regional forecasts, and can provide incentives and other mechanisms to promote transportation networks and designs that will enhance local communities. The RCP will result in :

- More competitive transportation choices and reducing the region's dependency on the car.
- More compact, walkable, mixed-use development in existing communities.
- A greater housing supply.
- A more protected environment.

TABLE 2 POPULATION, HOUSING AND EMPLOYMENT GROWTH

CITY OF CORONADO*

Year	Population	% Change From Base Year	Total Housing Units	% Change from Base Year	Total Employment Year	% Change From Base Year
1995	28,705	NA	9,530	NA	34,987	NA
2005	29,166	2%	9,661	1%	32,830	-6%
2010	29,209	2%	9,867	4%	32,887	-6%
2020	29,719	4%	10,105	6%	32,952	-6%

*Countywide growth is not reflected in Coronado due to existing buildout.

CITY OF IMPERIAL BEACH

1995	28,604	NA	9,804	NA	4,100 (est.)	NA
2005	29,230	2%	9,956	2%	4,352	6%
2010	30,180	5%	10,363	6%	4,510	10%
2020	33,333	16%	11,501	17%	4,652	13%

Source: SANDAG Series 9 Regional Growth Forecast

One completed, the RCP can serve as a guide to establish regional priorities, limit urban sprawl, address infrastructure shortfalls, and connect the transportation system. The results will enable the jurisdictions, as well as the region, to proactively plan for change. The RCP will provide the structure for connecting the local land use plans and transportation investments.

Community Planning

Community Planning is an integral part of the 2020 Transportation Concept. With California's burgeoning population, new paradigms for community development and new ways to plan and provide transportation infrastructure and services must be crafted. These tools will enhance effective management of California's transportation system in the coming decades and provide cost-effective infrastructure improvements that promote livable communities.

The purpose of Community Planning is to integrate land use, transportation and community values. Community Planning within Caltrans has several broad goals, which include: 1) compiling and sharing information regarding community based planning, 2) building and strengthening partnerships to facilitate community based transportation planning approaches at local, regional, and state levels, 3) enhancing the integration of community based planning approaches in Caltrans culture and processes, and 4) providing training, knowledge and tools that facilitate community based planning.

Effective Community Planning allows for the creation of transportation projects that enjoy public support and are easier to develop and deliver because of consistency with community values.

Within Caltrans, the Office of Community Planning includes three functional groups: Intergovernmental Review (IGR)/California Environmental Quality Act (CEQA), Community Based Transportation Planning (CBTP), and Public Participation (PP). These groups share a common theme of linking land use decision-making with transportation planning. Parts of Coronado are served by the Harbor Community Planning Group.

Naval Air Station North Island (NASNI)

Naval Air Station North Island is part of the largest aerospace-industrial complex in the Navy. It includes Naval Amphibious Base Coronado, Outlying Field Imperial Beach and Naval Air Landing Facility, San Clemente Island. The 5,000 acre complex in San Diego and 130 commands bracket the City of Coronado from the entrance of San Diego Bay to the U.S./Mexico border. North Island itself is host to 23 squadrons and 75 additional tenant commands and activities, one of which, the Naval Air Depot, is the largest aerospace employer in San Diego. North Island was commissioned as a naval air station in 1917. On August 15, 1963, the naval air station was granted official recognition as the "Birthplace of Naval Aviation" by a resolution of the House Armed Services Committee.

NASNI also operates two other airports in the southern California region. One is Naval Auxiliary Landing Facility (NALF) San Clemente Island, located 70 miles northwest of San Diego, and the other is Outlying Field (OLF) Imperial Beach, located ten miles south of NASNI on the U.S./Mexico border.

The air station resembles a small city in its operation. It has its own police and fire departments. It has large factories, such as the Naval Aviation Depot, employing 3,800 civilian employees and its own parks, beaches, and recreational areas. Population of the base is over 35,000 active duty, selected reserve military, and civilian personnel.

The airfield has over 235 aircraft and its quay wall is homeport to the aircraft carriers USS Nimitz (CVN68), and the USS John C.Stennis (CVN74), America's newest nuclear powered aircraft carrier. The USS Constellation was also based at North Island until it was decommissioned in August, 2003. The Navy is planning to increase its aircraft carrier berthing capacity from three berths to five berths, so an additional carrier may be located in San Diego in the future. Additionally, the base is home to the Navy's only Deep Submergence Rescue Vehicles, the Mystic (DSRV 1) and the Avalon (DSRV 2).The DSRV support ship is also homeported in San Diego.

Future Transportation Concept (2020)

The 2020 Transportation Concept is comprised of the facility type and the number of lanes, average daily traffic, peak hour Volume to Capacity (V/C) Ratio, peak hour Operating Level of Service (LOS), and the Transportation Concept LOS. The 2020 traffic projections for SR-75 are based on the SANDAG 2020 Cities/Counties Regional Smart Growth Preferred Plan Forecast (September, 2001) and assume completion of the regional transportation system in the 2020 RTP The 2020 traffic projections are subject to change based on periodic traffic forecasting model adjustments and ongoing supplemental transportation studies.

The 2020 Transportation Concept LOS is based on the 2002 Congestion Management Plan (CMP). The 2020 Transportation Concept is LOS "D" for SR-75. The 2020 Transportation Concept is shown in Table S-1 in the summary of this report.

Concept Rationale

An intermodal approach that includes a variety of transportation options is necessary to accommodate current and future traffic on SR-75.

Highway Component

Two factors influence future traffic on State Route 75. The first is the restriction of left turns, traveling westbound on the route, at A, B and C Avenues in Coronado. A project was recently completed to provide a left turn lane from westbound Orange Avenue onto southbound 4th Street.

The second factor is the elimination of the one dollar basic toll on the San Diego-Coronado Bay Bridge, which became effective June 27, 2002. The October 2001 Final Environmental Impact Report on the toll removal plan, prepared by EDAW, Inc. for SANDAG, discusses the implications of that action.

The Blue Ribbon Committee on Traffic (BRCT) was created by the Coronado City Council on the recommendation of the Coronado Planning Commission (Resolution number 7499) to review previous traffic studies and proposals for the adverse impacts of traffic on the community and to investigate new and innovative concepts. The BRCT was directed to recommend a course of action which would eliminate or mitigate those adverse impacts and which would promise the most benefits to residents, commuters and businesses. Their final report was submitted to the Coronado City Council on February 3, 1998.

The BRCT spent almost a year studying the traffic situation in Coronado. The process involved research, public and expert testimony and personal investigation. This process revealed that the most significant traffic problem in Coronado continues to be traffic to and from NASNI along the Third and Fourth street couplets.

More than half of the weekday San Diego-Coronado Bay Bridge traffic has NASNI as its origin or destination. In the morning and evening commute hours this figure increases to over 60 percent. SR-282, which is a six lane couplet on 3rd and 4th Streets between the San Diego-Coronado Bay Bridge and NASNI, is one of San Diego County's most heavily traveled streets through a residential neighborhood. The BRCT believes the optimum solution to this congestion is to remove NASNI traffic from SR-282.

One of the BRCT's recommendations to accomplish the removal of traffic from SR-282 is the construction of a two lane reversible bored tunnel (TLR) under SR-282 (Fourth Street) from the bridge toll plaza to an exit point 400 feet inside the perimeter of the Naval Air Station on SR-282. The Navy plans to move the main gate 1,000 feet inside the existing perimeter which could possibly accommodate this plan and allow adequate storage lanes at the NASNI gate.

The BRCT believes that the tunnel proposal, along with the incorporation of traffic calming techniques on feeder streets, would provide a comprehensive solution to the existing traffic problem. The BRCT study concluded that there were no fatal flaws that would prevent the construction of the bored tunnel.

The Department supports the City of Coronado in identifying any possible solutions to alleviate traffic impacts within the City. Currently, the Department lacks the resources to build and operate the proposed tunnel. The Department has informed the City that it is our preference to have the City of Coronado perform the tunnel work. The Department is currently acting only in an oversight and advisory position to ensure any proposed designs meet current Federal Highway Administration (FHWA) standards.

In the 2020 Regional Transportation Plan (April 2000) SANDAG categorizes the "Coronado Tunnel between the San Diego-Coronado Bay Bridge and NASNI" as a potential future project.

The tunnel proposal is not fully funded. The City of Coronado is pursuing funding from a variety of sources including, but not limited to, federal, state and or local dollars.

A major Investment Study (MIS) was completed by consultants for the City of Coronado in early 2003. A preferred alternative, the twin-bore tunnel, was selected by the Coronado City Council to be advanced to the environmental review phase.

The Department is required by legislation to

develop a Ten-Year State Highway Operation and Protection Plan. The Plan identifies rehabilitation needs, schedules for meeting those needs, strategies for cost control, and program efficiencies.

Legislation also requires the development of a four-year State Highway Operation and Protection Program (SHOPP). SHOPP projects are limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges. The SHOPP reflects the first four years of the Ten-Year State Highway Operation and Protection Plan.

In the bridge preservation category of the 2002 four-year SHOPP, there is a project to rehabilitate the San Diego-Coronado Bay Bridge. It is programmed for the 2003/04 fiscal year.

District 11 also maintains a ten-year project specific SHOPP listing. There are four projects on SR-75 as shown in Table 3.

The State Highway Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other sources.

TABLE 3

Ten-Year SHOPP Projects

Post Mile	Location	Description	Fiscal Year
9.1 - 9.5	SR-75 (Palm) at Saturn Blvd (19th Street)	Remove center island poles. Install side street detection Upgrade conduit and cabelize	2007
9.8 - 10.8	SR-75 (Palm) at 13th and 9th Streets	Remove center island poles	2007
14.0	SR-75/Coronado Cays	Upgrade cabinet, poles, conduit and cabelize	2008
18.7	SR-75/Dana Place	Remove center island poles	2008

Each new STIP includes projects carried forward from the previous STIP plus new projects and cash reserves from among those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP). The STIP also includes projects from the Department's Interregional Transportation Improvement Program (ITIP).

There are currently no STIP projects in the SR-75 corridor.

Transit Component

There are five bus routes that serve Coronado and Imperial Beach, providing transportation to the areas of downtown San Diego, Otay Mesa, and east San Diego.

The Metropolitan Transit Development Board undertook a two-year strategic planning process, called Transit Works, that culminated in the adoption of a Transit First strategy in October 2000. MTDB, North County Transit District, and SANDAG subsequently worked together to develop the SANDAG Regional Transit Vision (RTV).

Based on the current RTV, a variety of transit service concepts are proposed for the San Diego region, including Yellow Car, Red Car, Blue Car and Green Car Services. All of these services would be connected to each other.

Transit service on SR-75 is expected to include Red Car Service (Corridor Express Service), which will operate in trolley or light rail corridors. Initially, this service will be operated with buses or flextrolleys either on existing or other exclusive rights-of-way.

SR-75 will also have Blue Car Service (Local Service), which will operate primarily on major neighborhood streets and provide circulation within the community.

SR-75 will also have Green Car Service (Circulator Service), which would operate frequently on neighborhood streets providing shuttle type service within the community and to employment centers.

System Management and Travel Reduction Component

The morning and afternoon commuter ferry service between the Broadway Pier, NASNI, and the Coronado Ferry Landing is expected to continue. The Military Ridesharing Office is a satellite of the Coronado Transportation Management Association (CTMA), and will continue to provide commuter information to NASNI employees.

Funding for the CTMA was based on tolls collected from the San Diego-Coronado Bridge from 1993 to July 1999. Mitigation funds were directed by state law to be used for the bridge corridor.

In July 1999, the SANDAG Board decided to end funding of trip reduction programs for the CTMA. The CTMA sought funding on its own in partnership with the City of Coronado. A one-time $500,000 Petroleum Violation Escrow Account (PEVA) grant was received for calendar year 2000. The CTMA's contract with the City for Trip Reduction services was extended through June 30, 2001 with a mid-year reallocation of funds. No grants have been secured beyond the July 2001 time frame. However, the CTMA will continue to work with its partners at the local, state and federal level to identify grants funds and continue these valuable programs.

Currently, there is a significant level of ridesharing in the portion of SR-75 connecting to SR-282. There are approximately 37 vanpools providing transportation for over 300 people. Vanpools to NASNI originate in many San Diego communities as well as in Imperial, Orange and Riverside Counties.

The City of Imperial Beach recently received a safety grant from the California Office of Traffic Safety. Fifty seven miles of roadway in Imperial Beach, including SR-75, will be made safer in the future with the installation of an automated traffic record and GIS database system used to analyze collisions and to identify and address traffic safety issues.

In November 2001, the SANDAG Board of Directors established the State Route 75 Congestion Relief Working Group to develop a comprehensive set of recommendations to address the impacts of additional trips in the corridor once the bridge tolls were eliminated.

The Working Group has identified short-term (within six months), mid-term (six months to two years) and long-term (two years or longer) congestion relief measures. These measures focus on two major areas where steps could be taken to improve the SR-75/282 corridor. The first category of improvements include further development of Transportation Demand Management (TDM) strategies that require enhanced coordination among all agencies promoting these programs and aggressive outreach to maximize participation. The second category focuses on traffic calming measures which would enhance the neighborhood atmosphere along the corridor while maintaining the capacity of the facility.

The Department completed a Project Study Report in June 2003 which addresses congestion relief in the SR-75/282 corridor.

Maintenance Component

Maintenance of the State highway system is an integral part of the transportation concept. Highway maintenance is defined as the preservation, upkeep and restoration of the roadway structures. The definition of roadway structures includes highways, toll bridges, and appurtenant facilities. Maintenance also includes the operation of highway facilities and services to provide satisfactory and safe highway transportation. The maintenance staff schedules routine maintenance procedures to keep traffic delays to a minimum.

The Pavement Condition Survey is an inventory of the existing pavement surface conditions for the entire State Highway network. The survey is a continuous process that document surface distress.

There are several different types of surface distress that are discussed extensively in the Caltrans Pavement Evaluation Manual (January 2000).

Portions of SR-75 exhibit rigid distress faulting, which is a vertical displacement of abutting slabs at the transverse joint creating a “step” in the

pavement. Parts of SR-75 also suffer from three types of moderate and high alligator cracking. Alligator 'A' cracking is characterized by a single, longitudinal crack in the wheel path. Alligator 'B' cracking displays interconnected or interlaced cracks in the wheel path, forming a series of small polygons. Alligator 'C' cracking has interconnected or interlaced cracks outside the wheel path.

Goods Movement Component

SR-75 is a Terminal Access Route to the National Network for the Surface Transportation Assistance Act (STAA) trucks. Most of the commercial vehicle traffic on SR-75 consists of military goods delivered to NASNI via SR-282. Currently, the City of Coronado has a designated truck route which utilizes the First Street entrance into NASNI.

In February 1997, the consulting firm of Linscott, Law and Greenspan completed a final report for the City of Coronado entitled Traffic Impact Analysis, NASNI Third Street Gate, Coronado, California. The report evaluated the potential relocation of the NASNI Main Gate from 4th Street to 3rd Street and the relocation of the truck route from 1st Street to 3rd Street. The study concluded that the relocation of the Main Gate to 3rd Street and the prohibition of trucks on 1st Street have an overall positive impact on traffic. The new entrance and exit gates will have increased capacity resulting in better traffic operations. An additional lane would be provided across Alameda Boulevard into and out of NASNI and the two 90 degree turns from 3rd Street to the existing main gate would be eliminated. Additional studies are necessary to determine if these improvements would be consistent with the potential tunnel improvements to 4th Street.

Aviation Component

SR-75 connects to SR-282 which leads directly to the NASNI, and its military airfields. In addition, SR-75 in Imperial Beach is less than 1.5 miles from the Imperial Beach Naval Auxilary Landing Field.

Non-Motorized Component

California Vehicle Code 21200 states all roads in California, except those designated as freeways, are open to bicyclists unless there is a resolution passed to post them closed. On SR-75 the only part of the route closed to bicycle and pedestrian traffic is the San Diego-Coronado Bay Bridge. Bicycles and pedestrians seeking to cross San Diego Bay have the option of using the Coronado Ferry or Metropolitan Transit Service bus services.

Bicycle travel will continue to be accommodated on bike paths, lanes and routes parallel to SR-75. Pedestrian travel will also continue to be accommodated on roads and paths parallel to SR-75.

Bicycle racks will continue to be provided on most MTS transit services. Bus Route 901 is expected to continue to provide bike/bus stops at the intersections of 3rd and E Streets, 4th and E Streets, and at the NASNI Main Gate.

There are numerous intersections along SR-75, which provide non-motorized access across the state facility. Projects to provide improvement to the intersections and interchanges will be required to maintain and improve non-motorized facilities and access, according to Deputy Directive 64: Accommodating Non-Motorized Travel. Additional projects in the vicinity that will improve non-motorized access include:

- The City of Coronado's Glorietta Boulevard Promenade Bike Path project to complete segments of the Bayshore Bikeway along Glorietta Boulevard.
- The City of Imperial Beach's project to create a spur path off of the Bayshore Bikeway along SR-75, ending at Rainbow Drive
- In the City of San Diego, a plan to complete the Bayshore Bikeway through the salt flats along rail right-of-way owned by MTDB. This would replace the interim (since 1979) bikeway route along 13th Street, Palm Avenue, and Saturn Boulevard. In 1998, SANDAG had a draft project description prepared by BRG Consulting.

The Cities of Coronado and Imperial Beach have received Transportation Enhancement Activity (TEA) funds for improvements along the Silver Strand portion of SR-75. The projects include the

enhancement of the area surrounding the bicycle/pedestrian path, bicycle path improvements connecting Imperial Beach to the Bayshore Bikeway, some median enhancements, historic landscape restoration, and gateway signage.

Tourism Component

The City of Coronado has several tourist traffic generators, the foremost being the Hotel Del Coronado. Additional tourist draws include the restaurants, unique shopping, and recreational opportunities at the Silver Strand State Beach. The City of Imperial Beach draws visitors to its pier and adjacent beaches, as well as the Tijuana Estuary Visitors Center.

CONGESTION MANAGEMENT PLAN (CMP)

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and biennially update a Congestion Management Plan (CMP). The purposes of the CMP are to monitor the performance of our transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG, as the designated Congestion Management Agency (CMA) for San Diego region, is responsible for developing, adopting and updating the CMP. SANDAG, local jurisdictions, and transportation operators, including Caltrans, are then responsible for implementing the CMP.

The original CMP for the San Diego region was adopted by the SANDAG Board of Directors in 1991 and has been updated periodically as an element of the Regional Transportation Plan (RTP). An update to the CMP is required every two years. The SANDAG Board adopted the 2002 CMP Update in March 2003.

Under CMP requirements, San Diego County freeways and State highways are monitored regularly. Whenever a roadway segment in the CMP system exceeds the Level of Service (LOS) standard of E, it is designated as a "deficient segment" after allowing for certain statutory exclusions. This triggers the need to develop a Deficiency Plan that will establish an implementation program to improve the level of service. For freeways and State highways, Caltrans and SANDAG develop the Deficiency Plans as co-leads, with the assistance of local jurisdictions, transit operators, and other partners. The responsible local jurisdictions are ultimately required to adopt the Deficiency Plans.

As a minimum, Deficiency Plans must contain:

1. An analysis of the cause of the deficiency
2. A list of improvements and their estimated costs needed to maintain the minimum LOS standard
3. A list of improvements, programs, or actions and their costs that will improve multimodal performance and air quality
4. An Action Plan containing implementation strategies for the recommended improvements to improve current and future CMP system performance

Because the portion of SR-75 from I-5 to the west end of the Coronado Bridge is designated LOS F in the CMP system, it is deemed to be a "deficient segment." This analysis was based on 2001 data, and considered the effects of the bridge tolls that were removed in July 2001, as well as the effects from the changes in operation of the nearby military installation at NASNI after the events of September 11, 2001.

The SR-75 corridor will be divided into two study areas:

1. A system wide corridor study from I-5 to the North Island Naval Air Station (3.3 miles)
2. A "direct fix" study from I-5 (South) to 16th Street (0.8 miles)

Air Quality Conditions

SR-75 is located in the San Diego Air Basin. Progress has been made in attaining federal and state air quality standards. Federal and state standards have been met for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide. The western two-thirds of the San Diego Air Basin are federally designated as a maintenance area for CO. Federal standards are being met for inhalable particulates labeled as PM_{10}. State standards for PM_{10} have not been met.

In October 2002, the Environmental Protection Agency issued a finding that the San Diego area had attained the one-hour ozone National Ambient Air Quality Standards (NAAQS) by the applicable attainment deadline of November 15, 2001.

In December 2002, the San Diego Air Pollution Control District (SDAPCD) adopted the "Ozone Redesignation Request and Maintenance Plan for San Diego County". Also in December 2002, the California Air Resources Board (CARB) submitted this Maintenance Plan to the EPA with a request that they approve the plan and redesignate San Diego to attainment status for the one-hour ozone NAQQS.

The new federal eight-hour ozone standard was passed into law in 1997. The US EPA is required to designate eight-hour ozone nonattainment areas by April 15th, 2004. At the time of this writing, it is not likely that the San Diego region will be able to attain the new eight-hour standard. Eight hour ozone State Implementation Plans will be due starting in 2007.

The new federal $PM_{2.5}$ standard was also enacted in 1997. The implementation schedule is expected to parallel that of the eight-hour ozone standard.

The Air Resources Board (ARB) is currently preparing the CO Maintenance Plan update. Adoption is expected in summer 2004.

2020 Transportation Concept Facility Improvements

There are no 2020 Transportation Concept facility improvements proposed by Caltrans for SR-75 at this time. However, the City of Coronado has proposed the development of a tunnel that would carry traffic under 4th Street from near the westerly end of the San Diego-Coronado Bay Bridge to Naval Air Station, North Island. This tunnel proposal is not included in the San Diego Association of Governments' 2030 Mobility Plan Revenue Constrained scenario, but it is included in both the 2030 Mobility Network and the 2030 Unconstrained Revenue scenario.

Post-2020 Ultimate Transportation Corridor

The post-2020 Ultimate Transportation Corridor (UTC) describes the long term (beyond the 20 year planning period) need for transportation facility improvements.

The UTC number of lanes and facility type for SR-75 are the same as the 2020 Transportation Concept. Additional transportation improvements may be considered pending the outcome of future transportation studies.

LIST OF SYSTEM PLANNING ACRONYMS

ADT	Average Daily Traffic
BRCT	Blue Ribbon Committee on Traffic
CMP	Congestion Management Plan
CTMA	Coronado Transportation Management Association
LOS	Level of Service
MIS	Major Investment Study
MSL	Maintenance Service Level
MTDB	Metropolitan Transit Development Board
NASN I	Naval Air Station North Island
NHS	National Highway System
PM	Post Mile
PR	Project Report
PSR	Project Study Report
R/W	Right of Way
SANDAG	San Diego Association of Governments
STAA	Surface Transportation Assistance Act
TCR	Transportation Concept Report
UTC	Ultimate Transportation Corridor
V/C	Demand Volume to Capacity Ratio

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I approve this Transportation Concept Report as the guide for development of State Route 75 over the next 20 years.

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1-23-04
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